

1959

## 20th Anniversary Seashore Electric Railway Trolley Museum

New England Electric Railway Historical Society

Seashore Electric Railway

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# New England Electric Railway Historical Society

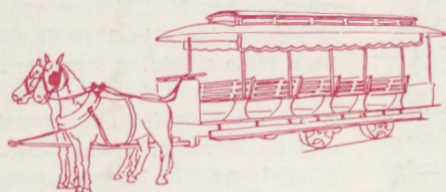


## SEASHORE ELECTRIC RAILWAY® — THE ORIGINAL — TROLLEY MUSEUM KENNEBUNKPORT, MAINE



20<sup>th</sup> ANNIVERSARY 1959

A SPECIAL REPORT





## SEASHORE ELECTRIC RAILWAY

Kennebunkport, Maine

Owned and Operated by the

New England Electric Railway Historical Society

A Non-Profit Educational Foundation Incorporated in 1941

## GENERAL OFFICES

Kennebunkport, Maine

Alexander Hamilton, Chairman  
 Theodore F. Santarelli de Bräsch, President  
 Henry Bowen Brainerd, Executive Vice-President  
 Arthur G. Duncan, Vice-President  
 John E. Amlaw, Treasurer  
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 Eliot M. Sterling

## GENERAL MANAGERS

Theodore Santarelli de Bräsch, Vice-President and General Manager 1939-1952  
 D. Benton Minnich, 1953-1958

Eliot M. Sterling, June, 1958—September, 1958  
 Dr. H. S. Spacil, September, 1958 to Date

## 20th ANNIVERSARY REPORT EDITORS

Henry Bowen Brainerd  
 George M. Sanborn  
 Lawrence A. Shelvey, Jr.

## OUR FIRST TWENTY YEARS

We are proud of what has been done in Seashore's first two decades. All of it has been a labor of love. It started with a dozen members, very few dollars and a trust in the future. By hard work, ingenuity and "making do," much has been accomplished.

But there is much more needed to preserve the living history of a colorful era. The trolley set the pattern of our cities and their suburbs. It made possible the average wage earner living more than walking distance from his job. It transported the large numbers of fans who made big league baseball possible. The electric trolley broadened horizons by taking us to the zoo, picnic grounds, or one day pleasant excursions to the countryside or even many others to their own burial. In order to successfully tell this story to posterity, we must work with the same trust in the future that the original founders exemplified.

This report to our members and friends tells the story of these twenty years just passed and our plans for the twenty years which lie ahead.

## COVER PHOTOS

THEN, our first car, Biddeford & Saco No. 31, just after we started to build overhead wire. (Doherty photo) NOW, Connecticut Co. 838 carries a load of passengers at the Terminal. (Doherty photo)

## THE PLANT

## TRACK

Seashore makes every effort to build enough plant to take care of its cars. The problem in track was first to have enough to stand cars on, and then have enough to run them on. Track-age in 1939 consisted of barely enough to take in the first car or about forty feet. It was extended to three hundred by 1941. In 1946 and 1947 most of the original track was replaced or relocated. In the next ten years it grew to half a mile. During 1957, the Seashore Junction division at U.S. 1 (later renamed the Terminal), was opened with a half a mile mainline for passenger rides. Since then several hundred feet of siding have been added at both locations. Part of the Twentieth Anniversary celebration is a campaign for funds to extend the mainline at the Shops six hundred feet along the roadbed of the old Atlantic Shore Line Railroad and to install the loop from the MTA's Arlington Heights terminal.

## OVERHEAD WIRE

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Today there is wire over all main



Unloading Liverpool's last tram from the ship onto our Highway Monster. This is our third car from overseas. (Shelvey photo)

track and most storage track. Overhead at the Terminal includes a section of catenary construction patterned after high-speed interurban lines.

## POWER PLANTS

The hope from the beginning was for an operating railway, but it was not until 1949 that a powerplant was acquired. This was obtained as a gift from the New York Central System, an engine and generator from a gas-electric car. It took another four years to house the unit, overhaul it, and connect it up. The first car operated was Twin Cities 1267 on December 27, 1953.

After two years of occasional operation, weekend passenger rides for the public were begun in 1956. When the Terminal Division was completed in 1957, a second gasoline power plant was bought from the Concord & Claremont Railroad and housed in a trailer van. It has run with very few interruptions for the daily summer rides in 1957 and 1958.

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Shelter for cars has always been a pressing problem and one so expensive that it has not been, as yet, fully met. The first shelter erected was shop No. 1. Its frame was put up and the roof completed in 1951. Siding was applied and doors hung in 1953. In 1954, the barn of an adjoining farm was bought and moved onto the museum property. After reaching its final location but still on blocking, it was destroyed by a hurricane. The six-car storage barn, nicknamed "South Boston" (because of the location where its tracks came from), was put up during 1956-57. The sides are being added this year.

Work on No. 2 shop is now well underway.





Crane at work. Heavy equipment simplifies the job of retracking No. 40 of the Portland-Lewiston Interurban (Munroe photo)

### BUILDINGS

Of the several smaller buildings at Seashore, the one that members most appreciate is the "Bunkhouse." Built by members in 1953, it has a kitchen, lounge, and fourteen bunks.

There are three smaller buildings from diverse locations. They house the paint department, stock room and tool shed. The garage was purchased from our neighbors, the Cloughs. Members also built the carpenter and souvenir shops. The station at the Terminal is a former farm house, remodeled into a trolley waiting station and souvenir shop.

### PERSONNEL

The strength of Seashore has always been in its volunteer workers. Even in the few instances where salaries have been paid, the employees have done far more than they were paid for.

In the beginning, a handful of members struggled on weekends with unfamiliar work; obtaining tips from our neighbor Fred Clough or several old-timers on the Biddeford & Saco. On the busiest pre-war weekend, there may have been as many as a dozen volunteer workers. Now the fourteen bunks in the bunkhouse are occupied nearly every weekend in the summertime. Cots or sleeping bags are placed in the cars at times. In addition, many workers come just for the day or stay at motels. Many others do Seashore work at their homes, not to mention the jobs at far-away places such as loading cars, moving them, or maintaining public relations.

All of this means a large educational byproduct in the skills volunteer workers learn. Of course there are the purely railroading skills, such

as laying and maintaining track and overhead, and operating and keeping in good order, the acquired equipment. But also there are such widely usable skills as the building of structures, electronic and electrical work to propel the trolleys, house painting, machine shop know-how, advertising, public relations work and many more. No matter what the volunteer worker may find himself, or herself doing, the education is there to be had, fascination or love for one's work is for the mere asking. Present among all is the pioneer spirit of forging ahead to build the railroad.

### HOW THE JOB WAS DONE

The dozen men who founded Seashore started a long tradition of hard, unpaid, volunteer work while stretch-

ing very little money to do a big job. Equipment was two or three streetcar jacks, a couple of pair of rail tongs, and hand tools borrowed from home workshops.

The body of open car 31 was brought from Saco with one end resting on a light pickup truck and the other on a dolly. The same pickup then brought the car trucks, one at a time. Somebody mentioned afterwards that this pickup was never quite the same after the project.

With no electric lights, the workday was from sunrise to sunset. The only place to sleep was on the benches of the open car which was very cold at 5 a.m. in a heavy dew. Car 38 made much better sleeping quarters. It had upholstered cushions and wasn't as cold. The Birney body, which had no seats, was fitted with four cots; this was better still.

Gradually more tools were accumulated including spike mauls and a rail bender. As a result, when there was enough money for a length of rail, the track crew could lay it promptly.

In the postwar period, moving cars to Kennebunkport became a major problem. If they came by railroad, there was still a five-mile highway move to the museum site. Bringing them by highway involves the heaviest and most expensive equipment of commercial trucking and rigging companies. In 1948, Seashore borrowed enough money to buy a second-hand Autocar tractor and started moving cars on a rented trailer with its own volunteer crews.

In 1954, this tractor was replaced with a heavy-duty Mack and a trailer built especially for moving cars. This trailer, which resembles a section of



Distinguished visitors. The Glidden Tour of the Veteran Motorcar Club visits Seashore. It is hard to realize that the trolleys in this picture are some years older than the automobiles. (Dorherty photo)



railroad bridge has been dubbed "The Highway Monster." Also bought was a general purpose flatbed trailer to handle rail, ties, small cars, and assorted loads. Up to about 500 miles it pays to move cars with the monster; beyond that, railroad freight is more economical.

A line truck of 1928 vintage, brought from the Eastern Massachusetts Street Railway in 1947, has given much good service and is now in retirement. Two farm tractors and several pickup trucks have also served well. Presently, the museum enjoys the services of a Four Wheel Drive International Farm Pickup. A light crane body from the Metropolitan Transit Authority of Boston, which has been mounted on a GMC chassis, handles rail and other items too heavy for hand lifting.

Several cars double as exhibits and active work equipment. These include line car S-71, heavy crane 3246, light crane 2016, flat cars 1 and 0357, and dump car 3608.

Extra jacks, rail and tie tongs, welding equipment, power and hand tools have gradually been accumulated, so that today Seashore is as well equipped as many small railroads.

#### EXHIBITS

The heart of any museum lies in its collection of exhibits. This is certainly true of Seashore, with the world's largest and most diverse collection of trolley cars. It all started with a farewell trip on open car No. 31. As a result, on July 5, 1939, a dozen charter members bought the car and spent many weekends of back-breaking work moving and re-trucking the car. By the fall, she stood re-trucked on her own length of track in a Kennebunkport pasture.

In the two years before Pearl Harbor, the collection grew to four cars; additions being No. 38, a picture window interurban of the Manchester, N.H., Street Railway, built for the run to Derry; No. 60 of Manchester; and the body of No. 615, a Birney purchased by the Biddeford & Saco from Portland.

The post-war period brought about a large number of abandonments of



Our latest acquisition, Boston & Worcester 149 was a lunch car and later a dwelling at Wayland. (Coughlin photo)

trolley lines, each a now-or-never opportunity. By the end of 1950, our collection had grown to fourteen passenger cars and nine work cars, representing twelve railways in six states, and covering an age range from the 1870's to the 1920's. These acquisitions included the four big open cars from Connecticut, which are the backbone of Seashore's passenger operations. No. 34, a former horsecar now electrified as a railway post office car, is still the oldest item in the collection.

Up to this point, all cars had been obtained in New England, with only the two Birneys that the York Utilities Co. had secured second hand from the Denver & South Platte having never run elsewhere. In 1951, Seashore went outside the New England area to buy No. 1030 of the Liberty Bell line of the Lehigh Valley Transit Co. The 1030 spent its first ten years on the lines of the Indiana Railroad, and when that company gave up its passenger operations, it was sold for service on the Philadelphia-Allentown route for its second decade.

A deluxe car in every respect, with an aluminum body and a top speed of 85 mph, it exemplified the last effort of the interurbans to compete with

the automobiles. This addition to the Collection afforded the museum with much publicity and for the first time the public began to sit up and take notice of the activities of the Society.

From this time on, cars were brought from farther and farther afield. The first from overseas was double-decker 144 from Blackpool, England, which received worldwide attention upon its arrival in Maine in 1955, including a front-page story in an English language newspaper in Iraq. It has since been joined by cablecar 105 from Dunedin, New Zealand. This presentation to the Society was marked by the visit of Sir Leslie Munro, United Nations President and New Zealand Ambassador, who took part in the ceremonies deeding the cablegripper to the museum. Also from England has come double-decker 293 from Liverpool. This is Seashore's first streamliner and newest car. Meanwhile, the U.S. roster of electric cars has grown to 66 from nineteen states and there are also three cars from two provinces of Canada.

With such a collection it would be pointless to try and pick a few outstanding cars. Rather the whole collection should be emphasized. It represents the many stages of development of street and interurban railways; the horse and cable cars, the rapid development of electric traction in the 1890's, the bigger cars after the turn of the century, specialized types used in different cities, the new designs during World War I, and after that, to the present day of streamlining.

#### THE FUTURE

Our museum has grown from a small hobby group, which was looked down upon more or less as crackpots,



Sheltering cars from the weather is our most urgent need. This is our first storage barn housing six of our seventy cars. (Coughlin photo)





Working on the trolley wire, one of the many jobs that are undertaken by the members at Seashore. (Coughlin Photo)

to a large and stable project. Today the activity is recognized as a serious historical society and as a rapidly growing tourist attraction. As the trolley era recedes into historical perspective and the value of our work becomes more widely understood, we must grow even more to reach our objectives.

To round out our collection, we must obtain several more cars while they are still available, these will be relatively few and carefully selected. Most of them will have to be shipped from far away places. All exhibits must be sheltered from the weather as soon as possible. This means about fifty thousand square feet of buildings, and even with volunteer labor, the cost of materials will be in the tens of thousands of dollars.

Our track must be extended at both the Shops and the Terminal. This summer it is planned to extend the mainline at the Shops up the Atlantic Shore Line roadbed 600 feet and to utilize the Arlington Height's loop from Boston's MTA. This will provide better operation and exhibition of cars.

At the Terminal, a half-mile extension to the north end of the Atlantic Shore Line roadbed, where land for development is owned, is urgently needed. This will make the ride longer and more interesting and will give passengers a place to get off, look at exhibits, and enjoy a picnic. Ultimately, we hope to make this the site

of a trolley era village, but more immediately we need exhibition buildings at this area and track to connect the two divisions along the roadbed of the Atlantic Shore Line.

It is planned to operate frequent trips from the Terminal to the village site, using open cars whenever the weather permits. Since this operation will require the use of all the opens, it is proposed that interurbans be used on the run from the village to the Shops. It is expected that fewer people will desire to take the second ride, and thus service will be less frequent.

Horse and cable car rides will be offered as we develop, at a location best suited for such operations.

#### IMPORTANT NEEDS

The big three needed to make all of this possible are time, labor and contributions. The latter in the way of funds and donations of equipment. As knowledge of our society increases, we must strive to acquaint more and more people with our aims, purposes and needs. This calls for the exercise of good practical public relations on the part of all our members.



Track improvements. General Manager Steve Spacil (second from right) observes volunteer track crew. (Santarelli photo)



Cars from Canada attest our pleasant relations with our northern neighbor. Here, high-speed interurban 621 from the Montreal & Southern Counties is being transferred from a CN flatcar to our truck. (Santarelli photo)



# 1939—A CHRONOLOGICAL REPORT—1959

1939

**April 19.** A special trip over the lines of the Androscoggin & Kennebec results in a discussion of the Biddeford & Saco Railway's recent purchase of buses to supplant street-car service between those two cities.

**July 5.** Twelve charter members form the Seashore Electric Railway. They put up the money to acquire from the Biddeford & Saco No. 31, destined for the scrap pile.

1940

**Acquisition:** No. 38, interurban, Manchester Street Railway. (N.H.)

1941

New England Electric Railway Historical Society incorporated. Name Seashore Electric Railway used to designate its property. Track extended to 300 feet.

**Acquisitions:** No. 60, 4-wheel box, Manchester Street Railway. Trucks for No. 60 obtained in Portland, Maine. Birney body No. 615 from Biddeford & Saco. It formerly ran in Portland.

1942-44

Occasional painting when members can get to Kennebunk. Funds accumulated for postwar acquisitions.

1945

Active work restarted at the end of gas rationing.

**Acquisition:** Line car S-71 from Eastern Massachusetts Street Railway.

1946

Yard rebuilt to three tracks.

**Acquisitions:** Birney Safety cars Nos. 80, 82 from York Utilities Co. Nos. 70, 71 from the Aroostook Valley (Me.) Railroad. Prepayment 4387 from the Eastern Massachusetts Street Railway. Freight motor 52 from the Aroostook Valley.

1947

Huge forest fire fought off. South end of main line relocated.

**Acquisitions:** Railway Post office No. 34 from the Union Street Railway, New Bedford, Mass.; lightweight 88 from York Utilities, Sanford, Me.; baggage trailer 8, of York Utilities. Motor vehicles: S-117 line truck and farm tractor.

1948

Track extended 300 feet.

**Acquisitions:** Fifteen-bench opens Nos. 615, 838, 1253, 1468 from the Connecticut Company. 1253 burns soon after arrival. Snow plow No. 16 from United Electric Railway of Rhode Island.

1949

Sterling engine and generator donated by the New York Central System.

500-foot track extension. Concrete car barn started.

**Acquisitions:** Locomotive No. 100 from York Utilities Co., Linecar No. 108 (ex-mail car) from York Utilities, and 15-bench open No. 1391 from the Connecticut Co.

1950

Foundation for shop No. 1 placed.

**Acquisitions:** Deluxe lightweight No. 4400 from Metropolitan Transit Authority (Boston), Motor flat No. 2016 with crane from MTA.

1951

Shop framed partly roofed, one track run into it. (250 feet).

**Acquisition:** Deluxe interurban No. 1030 from Lehigh Valley Transit Company, Allentown, Pa. First car from outside New England. Its acquisition affords museum much publicity.

1952

**Acquisitions:** Twenty-foot box No. 1059 from MTA. 26' 6" boxcar No. 475 from MTA. City of Manchester (Parlor Car Body).

1953

Sterling engine overhauled and operated. Minneapolis No. 1267 first to run on December 27th. Bunkhouse in use. Two small buildings acquired for use as storage of parts, paint and tools. D. B. Minnich becomes General Manager. Storage track extended next to main line.

**Acquisitions:** Minneapolis Standard No. 1267 and Boston Center Entrance No. 6270.

1954

**Acquisitions:** Deluxe interurban 118 from Cedar Rapids & Iowa City; Stone & Webster Standard 434 from Dallas Railway & Terminal Co.; California type 521 from Los Angeles Transit Lines; Nearside No. 6618 from Philadelphia, Pa.; Horsecar 10 from Union Street Railway, New Bedford, Mass.; Double-decker 144 from Blackpool Corp. Transport, England; from MTA in Boston came Parlor 925, 25' Box 396, Type-2 5060, Type-5 5821, Railgrinder 3234, Crane 3246, and Dump 3608.

**Motor Vehicles:** Mack tractor replaces S-26. Car moving trailer built. Nicknamed "Highway Monster." Flatbed trailer bought.

Museum open daily through summer. No. 34 out of shop. No. 108 in. 2000-feet of trolley wire strung. Small track extensions.

1955

**Acquisitions:** Peter Witt 6144 from Baltimore Transit Co.; High-speed interurban 621 from Montreal and

Southern Counties (Canada); Flat car No. 1 from Claremont (N.H.) Ry.; Line Car No. 4 (body) also from Claremont Ry.

One-hundred acres of land bought for route on U.S. 1. Three track yard from South Boston installed. Complete shop and souvenir stand built. A few rides for special parties and the public.

1956

**Acquisitions:** Baggage Motor 504 and Interurban 610 from Montreal and Southern Counties; Subway car 3352 from Interboro Rapid Transit, New York; Convertible 4547 from Brooklyn Queens Transit (N.Y.) Interurban bodies 40 and 42, formerly of Portland-Lewiston Interurban.

"South Boston" car barn framed. Cars 504 and 610 form first multiple-unit train in any museum. Regular passenger trips on summer weekends.

1957

**Acquisitions:** "Red Rattler" 225 from Chicago Transit Authority; Cable grip 105 from Dunedin, New Zealand; MTA 3284 cut down for open observation car; Flatcar trailer 0357 from Warwick, (R.I.) Railroad; Open horse car body 12 formerly of Gardner & Templeton Street Railway (Mass.); Cincinnati Curve-side body 39 from Wheeling Transit (W.Va.) "Austerity" body 8 of Brattleboro, Vt.; 30' box body from Mass. Northeastern St. Ry.; and Brill Semi 5748 from Baltimore Transit Co.

New Division on U. S. 1 opened in June with daily passenger rides. Main line at Shops extended 300 feet. Names officially adopted. New Division—Seashore Junction, old location—Arundel Shops.

1958

**Acquisitions:** No. 293 streamlined double-decker from Liverpool Corp., Transport (England). No. 3, gasoline locomotive from Dragon Cement Works of Maine; Lightweight 861 from Milwaukee & Suburban Transport Co.

Ceremonial presentations, 105 at Mechanics Hall, Boston; and 293 at Kennebunkport. D. B. Minnich resigns as General Manager. He is replaced for a short time by E. M. Sterling and then by H. S. Spacil. Horsecar No. 10 leased for advertising promotion of soaps and napkins. Permanent ramp installed for unloading and servicing cars.

1959 to June 1

**Acquisition:** 149 interurban (body) of Boston & Worcester St. Railway.



# New England Electric Railway Historical Society



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ELECTRIC RAILWAY®

— THE ORIGINAL —

## TROLLEY MUSEUM

KENNEBUNKPORT, MAINE

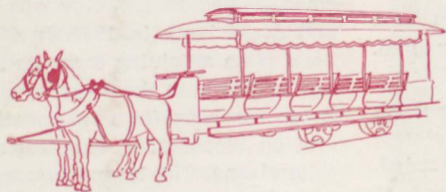






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With no electric lights, the workday was from sunrise to sunset. The only place to sleep was on the benches of the open car which was very cold at 5 a.m. in a heavy dew. Car 38 made much better sleeping quarters. It had upholstered cushions and wasn't as cold. The Birney body, which had no seats, was fitted with four cots; this was better still.

Gradually more tools were accumulated including spike mauls and a rail bender. As a result, when there was enough money for a length of rail, the track crew could lay it promptly.

In the postwar period, moving cars to Kennebunkport became a major problem. If they came by railroad, there was still a five-mile highway move to the museum site. Bringing them by highway involves the heaviest and most expensive equipment of commercial trucking and rigging companies. In 1948, Seashore borrowed enough money to buy a second-hand Autocar tractor and started moving cars on a rented trailer with its own volunteer crews.

In 1954, this tractor was replaced



and souvenir shop.

## PERSONNEL

The strength of Seashore has always been in its volunteer workers. Even in the few instances where salaries have been paid, the employees have done far more than they were paid for.

In the beginning, a handful of members struggled on weekends with unfamiliar work; obtaining tips from our neighbor Fred Clough or several old-timers on the Biddeford & Saco. On the busiest pre-war weekend, there may have been as many as a dozen volunteer workers. Now the fourteen bunks in the bunkhouse are occupied nearly every weekend in the summertime. Cots or sleeping bags are placed in the cars at times. In addition, many workers come just for the day or stay at motels. Many others do Seashore work at their homes, not to mention the jobs at far-away places such as loading cars, moving them, or maintaining public relations.

All of this means a large educational byproduct in the skills volunteer workers learn. Of course there are the purely railroading skills, such

the railroad.

## HOW THE JOB WAS DONE

The dozen men who founded Seashore started a long tradition of hard, unpaid, volunteer work while stretch-

volunteer crews.

In 1954, this tractor was replaced with a heavy-duty Mack and a trailer built especially for moving cars. This trailer, which resembles a section of



Distinguished visitors. The Glidden Tour of the Veteran Motorcar Club visits Seashore. It is hard to realize that the trolleys in this picture are some years older than the automobiles. (Dorherty photo)



railroad bridge has been dubbed "The Highway Monster." Also bought was a general purpose flatbed trailer to handle rail, ties, small cars, and assorted loads. Up to about 500 miles it pays to move cars with the monster; beyond that, railroad freight is more economical.

A line truck of 1928 vintage, brought from the Eastern Massachusetts Street Railway in 1947, has given much good service and is now in retirement. Two farm tractors and several pickup trucks have also served well. Presently, the museum enjoys the services of a Four Wheel Drive International Farm Pickup. A light crane body from the Metropolitan Transit Authority of Boston, which has been mounted on a GMC chasis, handles rail and other items too heavy for hand lifting.

Several cars double as exhibits and active work equipment. These include line car S-71, heavy crane 3246, light crane 2016, flat cars 1 and 0357, and dump car 3608.

Extra jacks, rail and tie tongs, welding equipment, power and hand tools have gradually been accumulated, so that today Seashore is as well equipped as many small railways.

#### EXHIBITS

The heart of any museum lies in its collection of exhibits. This is certainly true of Seashore, with the world's largest and most diverse collection of trolley cars. It all started with a fare-well trip on open car No. 31. As a result, on July 5, 1939, a dozen charter members bought the car and spent many weekends of back-breaking



Our latest acquisition, Boston & Worcester 149 was a lunch car and later a dwelling at Wayland. (Coughlin photo)

trolley lines, each a now-or-never opportunity. By the end of 1950, our collection had grown to fourteen passenger cars and nine work cars, representing twelve railways in six states, and covering an age range from the 1870's to the 1920's. These acquisitions included the four big open cars from Connecticut, which are the backbone of Seashore's passenger operations. No. 34, a former horsecar now electrified as a railway post office car, is still the oldest item in the collection.

Up to this point, all cars had been obtained in New England, with only the two Birneys that the York Utilities Co. had secured second hand

the automobiles. This addition to the Collection afforded the museum with much publicity and for the first time the public began to sit up and take notice of the activities of the Society.

From this time on, cars were brought from farther and farther afield. The first from overseas was double-decker 144 from Blackpool, England, which received worldwide attention upon its arrival in Maine in 1955, including a front-page story in an English language newspaper in Iraq. It has since been joined by cablecar 105 from Dunedin, New Zealand. This presentation to the Society was marked by the visit of Sir Leslie Munro, United Nations



members bought the car and spent many weekends of back-breaking work moving and re-trucking the car. By the fall, she stood re-trucked on her own length of track in a Kennebunkport pasture.

In the two years before Pearl Harbor, the collection grew to four cars; additions being No. 38, a picture window interurban of the Manchester, N.H., Street Railway, built for the run to Derry; No. 60 of Manchester; and the body of No. 615, a Birney purchased by the Biddeford & Saco from Portland.

The post-war period brought about a large number of abandonments of

the two Birneys that the York Utilities Co. had secured second hand from the Denver & South Platte having never run elsewhere. In 1951, Seashore went outside the New England area to buy No. 1030 of the Liberty Bell line of the Lehigh Valley Transit Co. The 1030 spent its first ten years on the lines of the Indiana Railroad, and when that company gave up its passenger operations, it was sold for service on the Philadelphia-Allentown route for its second decade.

A deluxe car in every respect, with an aluminum body and a top speed of 85 mph, it exemplified the last effort of the interurbans to compete with

Society was marked by the visit of Sir Leslie Munro, United Nations President and New Zealand Ambassador, who took part in the ceremonies deeding the cablegripper to the museum. Also from England has come double-decker 293 from Liverpool. This is Seashore's first streamliner and newest car. Meanwhile, the U.S. roster of electric cars has grown to 66 from nineteen states and there are also three cars from two provinces of Canada.

With such a collection it would be pointless to try and pick a few outstanding cars. Rather the whole collection should be emphasized. It represents the many stages of development of street and interurban railways; the horse and cable cars, the rapid development of electric traction in the 1890's, the bigger cars after the turn of the century, specialized types used in different cities, the new designs during World War I, and after that, to the present day of streamlining.

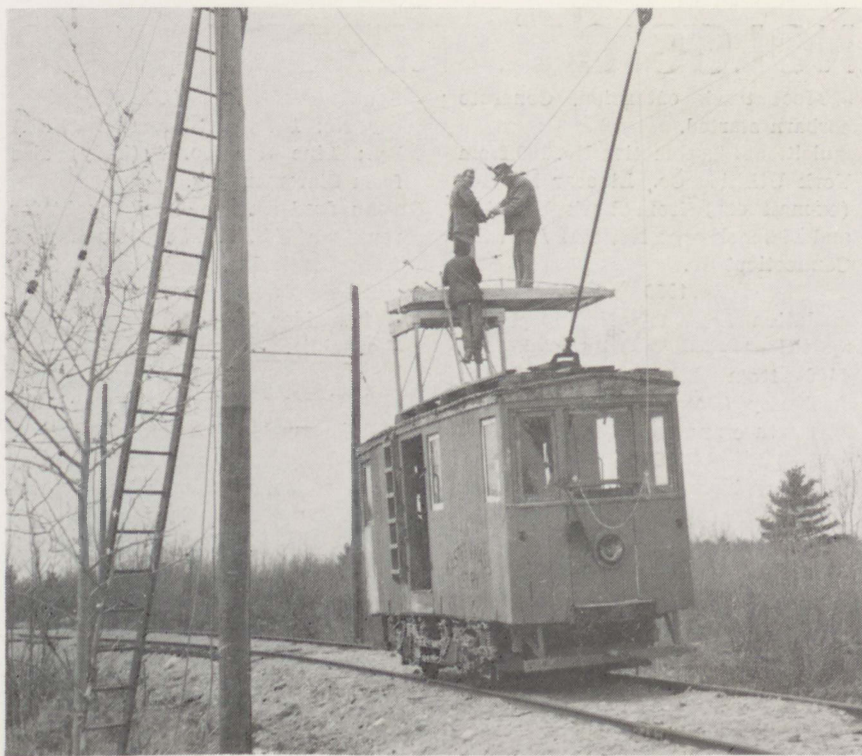
### THE FUTURE

Our museum has grown from a small hobby group, which was looked down upon more or less as crackpots,



Sheltering cars from the weather is our most urgent need. This is our first storage barn housing six of our seventy cars. (Coughlin photo)





Working on the trolley wire, one of the many jobs that are undertaken by the members at Seashore. (Coughlin Photo)

to a large and stable project. Today the activity is recognized as a serious historical society and as a rapidly growing tourist attraction. As the trolley era recedes into historical perspective and the value of our work becomes more widely understood, we must grow even more to reach our objectives.

To round out our collection, we must obtain several more cars while they are still available, these will be relatively few and carefully selected. Most of them will have to be shipped from far away places. All exhibits must be sheltered from the weather as soon as possible. This means about fifty thousand square feet of buildings, and even with volunteer labor, the

of a trolley era village, but more immediately we need exhibition buildings at this area and track to connect the two divisions along the roadbed of the Atlantic Shore Line.

It is planned to operate frequent trips from the Terminal to the village site, using open cars whenever the weather permits. Since this operation will require the use of all the opens, it is proposed that interurbans be used on the run from the village to the Shops. It is expected that fewer people will desire to take the second ride, and thus service will be less frequent.

Horse and cable car rides will be offered as we develop, at a location best suited for such operations.

#### IMPORTANT NEEDS

The big three needed to make all of this possible are time, labor and contributions. The latter in the way of funds and donations of equipment. As knowledge of our society increases, we must strive to acquaint more and more people with our aims, purposes and needs. This calls for the exercise of good practical public relations on the part of all our members.



Track improvements, General Manager Steve Spacil (second from right) observes volunteer track crew. (Santarelli photo)



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Our track must be extended at both the Shops and the Terminal. This summer it is planned to extend the mainline at the Shops up the Atlantic Shore Line roadbed 600 feet and to utilize the Arlington Height's loop from Boston's MTA. This will provide better operation and exhibition of cars.

At the Terminal, a half-mile extension to the north end of the Atlantic Shore Line roadbed, where land for development is owned, is urgently needed. This will make the ride longer and more interesting and will give passengers a place to get off, look at exhibits, and enjoy a picnic. Ultimately, we hope to make this the site



Track improvements, General Manager Steve Spacil (second from right) observes volunteer track crew. (Santarelli photo)



Cars from Canada attest our pleasant relations with our northern neighbor. Here, high-speed interurban 621 from the Montreal & Southern Counties is being transferred from a CN flatcar to our truck. (Santarelli photo)



# 1939—A CHRONOLOGICAL REPORT—1959

1939

**April 19.** A special trip over the lines of the Androscoggin & Kennebec results in a discussion of the Biddeford & Saco Railway's recent purchase of buses to supplant street-car service between those two cities.

**July 5.** Twelve charter members form the Seashore Electric Railway. They put up the money to acquire from the Biddeford & Saco No. 31, destined for the scrap pile.

1940

**Acquisition:** No. 38, interurban, Manchester Street Railway. (N.H.)

1941

New England Electric Railway Historical Society incorporated. Name Seashore Electric Railway used to designate its property. Track extended to 300 feet.

**Acquisitions:** No. 60, 4-wheel box, Manchester Street Railway. Trucks for No. 60 obtained in Portland, Maine. Birney body No. 615 from Biddeford & Saco. It formerly ran in Portland.

1942-44

Occasional painting when members can get to Kennebunk. Funds accumulated for postwar acquisitions.

1945

Active work restarted at the end of gas rationing.

**Acquisition:** Line car S-71 from Eastern Massachusetts Street Railway.

1946

Yard rebuilt to three tracks.

**Acquisitions:** Birney Safety cars Nos.

500-foot track extension. Concrete carbarn started.

**Acquisitions:** Locomotive No. 100 from York Utilities Co., Linecar No. 108 (ex-mall car) from York Utilities, and 15-bench open No. 1391 from the Connecticut Co.

1950

Foundation for shop No. 1 placed.

**Acquisitions:** Deluxe lightweight No. 4400 from Metropolitan Transit Authority (Boston), Motor flat No. 2016 with crane from MTA.

1951

Shop framed partly roofed, one track run into it. (250 feet).

**Acquisition:** Deluxe interurban No. 1030 from Lehigh Valley Transit Company, Allentown, Pa. First car from outside New England. Its acquisition affords museum much publicity.

1952

**Acquisitions:** Twenty-foot box No. 1059 from MTA. 26' 6" boxcar No. 475 from MTA. City of Manchester (Parlor Car Body).

1953

Sterling engine overhauled and operated. Minneapolis No. 1267 first to run on December 27th. Bunkhouse in use. Two small buildings acquired for use as storage of parts, paint and tools. D. B. Minnich becomes General Manager. Storage track extended next to main line.

**Acquisitions:** Minneapolis Standard No. 1267 and Boston Center Entrance No. 6270.

1954

Southern Counties (Canada); Flat car No. 1 from Claremont (N.H.) Ry.; Line Car No. 4 (body) also from Claremont Ry.

One-hundred acres of land bought for route on U.S. 1. Three track yard from South Boston installed. Complete shop and souvenir stand built. A few rides for special parties and the public.

1956

**Acquisitions:** Baggage Motor 504 and Interurban 610 from Montreal and Southern Counties; Subway car 3352 from Interboro Rapid Transit, New York; Convertible 4547 from Brooklyn Queens Transit (N.Y.) Interurban bodies 40 and 42, formerly of Portland-Lewiston Interurban.

"South Boston" carbarn framed. Cars 504 and 610 form first multiple-unit train in any museum. Regular passenger trips on summer weekends.

1957

**Acquisitions:** "Red Rattler" 225 from Chicago Transit Authority; Cable grip 105 from Dunedin, New Zealand; MTA 3284 cut down for open observation car; Flatcar trailer 0357 from Warwick, (R.I.) Railroad; Open horse car body 12 formerly of Gardner & Templeton Street Railway (Mass.); Cincinnati Curve-side body 39 from Wheeling Transit (W.Va.) "Austerity" body 8 of Brattleboro, Vt.; 30' box body from Mass. Northeastern St. Ry.; and Brill Semi 5748 from Baltimore Transit Co.



Eastern Massachusetts Street Railway.

1946

Yard rebuilt to three tracks.

**Acquisitions:** Birney Safety cars Nos. 80, 82 from York Utilities Co. Nos. 70, 71 from the Aroostook Valley (Me.) Railroad. Prepayment 4387 from the Eastern Massachusetts Street Railway. Freight motor 52 from the Aroostook Valley.

1947

Huge forest fire fought off. South end of main line relocated.

**Acquisitions:** Railway Post office No. 34 from the Union Street Railway, New Bedford, Mass.; lightweight 88 from York Utilities, Sanford, Me.; baggage trailer 8, of York Utilities. Motor vehicles: S-117 line truck and farm tractor.

1948

Track extended 300 feet.

**Acquisitions:** Fifteen-bench opens Nos. 615, 838, 1253, 1468 from the Connecticut Company. 1253 burns soon after arrival. Snow plow No. 16 from United Electric Railway of Rhode Island.

1949

Sterling engine and generator donated by the New York Central System.

Track extended from to main line. **Acquisitions:** Minneapolis Standard No. 1267 and Boston Center Entrance No. 6270.

1954

**Acquisitions:** Deluxe interurban 118 from Cedar Rapids & Iowa City; Stone & Webster Standard 434 from Dallas Railway & Terminal Co.; California type 521 from Los Angeles Transit Lines; Nearside No. 6618 from Philadelphia, Pa.; Horsecar 10 from Union Street Railway, New Bedford, Mass.; Double-decker 144 from Blackpool Corp. Transport, England; from MTA in Boston came Parlor 925, 25' Box 396, Type-2 5060, Type-5 5821, Railgrinder 3234, Crane 3246, and Dump 3608.

**Motor Vehicles:** Mack tractor replaces S-26. Car moving trailer built. Nicknamed "Highway Monster." Flatbed trailer bought.

Museum open daily through summer. No. 34 out of shop. No. 108 in. 2000-feet of trolley wire strung. Small track extensions.

1955

**Acquisitions:** Peter Witt 6144 from Baltimore Transit Co.; High-speed interurban 621 from Montreal and

Sit (W.Va.) - Rasterly body of Brattleboro, Vt.; 30' box body from Mass. Northeastern St. Ry.; and Brill Semi 5748 from Baltimore Transit Co.

New Division on U. S. 1 opened in June with daily passenger rides. Main line at Shops extended 300 feet. Names officially adopted. New Division—Seashore Junction, old location—Arundel Shops.

1958

**Acquisitions:** No. 293 streamlined double-decker from Liverpool Corp., Transport (England). No. 3, gasoline locomotive from Dragon Cement Works of Maine; Lightweight 861 from Milwaukee & Suburban Transport Co.

Ceremonial presentations, 105 at Mechanics Hall, Boston; and 293 at Kennebunkport. D. B. Minnich resigns as General Manager. He is replaced for a short time by E. M. Sterling and then by H. S. Spacil. Horsecar No. 10 leased for advertising promotion of soaps and napkins. Permanent ramp installed for unloading and servicing cars.

1959 to June 1

**Acquisition:** 149 interurban (body) of Boston & Worcester St. Railway.